

# The Hong Kong Daily Press

No. 9220 號九十二百二十九第

日四十月六年三十號光

HONGKONG, WEDNESDAY, AUGUST 3RD, 1897.

三月

號三月八英港香

PRICE 8/- PER MONTH

## SHIPPING.

### ARRIVALS.

August 2, KUTANG, British str., 1,425, Jackson, Wampoa 2nd August, General—JARDINE, MATTHESON & Co.

August 2, MELBOURNE, French steamer, 2,482, De la Mercede, Shanghai 29th July, Mails and General—MESSAGERIES MARITIMES.

August 2, GENERAL WERDER, German steamer, 1,820, W. Schuckmann, Yokohama, Kobe, and Nagasaki 20th July, Mails and General—MELCHIOR & Co.

August 2, TEALON, British str., 1,555, Jackson, Liverpool 25th June, and Singapore 27th July, General—BUTTERFIELD & SWIRE.

August 2, SOONHOW, British steamer, 237, J. Rowin, Hoihow 1st August, General—CHINESE.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

2ND AUGUST.

ABYSSINIA, British str., for Amoy.

ATLANTA, German str., for Yokohama.

AMIGO, German str., for Swatow.

R. C. KIAO, British str., for Hoihow.

PEKING, British str., for Shanghai.

HAIKONG, British str., for Swatow.

PORT ADDOVA, British str., for Nagasaki.

WINGSONG, British str., for Singapore.

MERIDIAN, Siamese str., for Amoy.

### DEPARTURES.

August 2, ANTHONY, British str., for Amoy.

August 2, ALEXANDER, German str., for Hoihow.

August 2, HAIKONG, British str., for Coast Ports.

August 2, PEKING, British str., for Shanghai.

August 2, PORT ADELAIDE, British str., for Singapore.

August 2, WINGSONG, British str., for Calcutta.

August 2, ALATAMA, German str., for Yokohama.

August 2, ARDALON, British str., for Bangkok.

### PASSENGERS.

#### ARRIVED.

For General Werder str., from Yokohama, Mr. and Mrs. A. J. David, children, and 5 servants. Miss Fanny Harrison and 2 servants. Misses S. A. and S. E. Solomon. Mr. and Mrs. T. David, Staelen, T. Kimura, Wm. Mottier, Samson, Choppin, T. Levy, and D. Rauel, and 30 Chinese.

For Tealon str., from Liverpool, &c.—Sergeant Ludington, and 173 Chinese, from Singapore.

For Melbourne str., from Shanghai—For Hongkong—Messrs. Whalin & S. E. Solomon. Misses E. and M. E. Blomstrand, Jasau, Arminot, Ayuwa, Chalbert, and Vica, and 40 men (officers and crew of the steamer *Rouen*). For Marsilles—Mr. and Mrs. Imbault Muart, and daughter, Misses Paul Guipain, M. Van Haezel, Van Beck, and Chaua.

#### DEPARTED.

For Ardalon str., for Bangkok—Mr. J. C. Wilkinson, For Yantian—1 Chinese. For Victoria—Mr. and Mrs. John Ross and 3 children. For Queenstown—Colonel and Mrs. Ryan. For Liverpool—Mr. John Forster. For London—Dr. N. B. Gandy and Mr. T. Mitchell. For Hove—Dr. Paul Neis. For Pacific Coast Points—40 Chinese; steers.

#### REPORTS.

The British steamer *Tealon*, from Liverpool and Singapore 27th July, reports had light southerly winds and fine weather.

The French steamer *Melbourne*, from Shanghai 30th July, speaks the *Chesapeake* in lat. 22° 44' N., long. 113° 45' E., of Paris, bound for Hongkong on the 1st August.

The German steamer *General Werder*, from Yokohama, Kobe, and Nagasaki 29th July, reports from Yokohama via Kobe to Nagasaki had almost fair weather and light southerly winds. From Nagasaki will follow the channel sea. The last part of passage had fair weather and strong S.W. monsoon.

C. CURIAMBUX has much pleasure in announcing that he has just opened a FURNITURE AND CURIO STORE at No. 5, Beaconsfield Arcade, Alvinia, in Stock a large and varied assortment of HOUSEHOLD FURNITURE which, for quality and cheapness, cannot be surpassed. All Orders will be promptly executed. [1402]

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATER'S are now being manufactured at Nos. 1 & 2, BEACONFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges.

#### SOAPS.

Soda water..... 3 doses for \$1.00

Tonic..... 3 " 1.00

Lemonade..... 3 " 1.00

Gingerade..... 2 " 1.00

Raspberryade..... 2 " 1.00

Scraparilla..... 2 " 1.00

Softier, Lithia, and 1 " 40

other Mineral Waters..... 40

D. R. GRIFFITH & Co.

Hongkong, 16th June, 1887. [1180]

The Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. R. & T. TENNENT, Glasgow, and Messrs. DAVID CORSA & SONS, Acreford.

ARNHOLD KARBERG & Co.

Hongkong, 11th May, 1887. [20]

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSA & SONS' Merchant Navy.

Navy Boiled

Long Flax

Crown

ARNHOLD KARBERG & Co.

Hongkong, 11th May, 1887. [20]

W. I. G. T. A. & Co.

SHIP'S COMPRADORES, STEVEDORES, COAL MERCHANTS.

PEAK PROVISIONS SUPPLIED AT THE SHOOTING NOTIFICATION.

No. 25, PEAK CENTRAL.

各發成煤司公泰榮

泰 H I M T A I 識

COAL MERCHANT.

has always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SUNG & Co., No. 65, PLAYA. [65]

PORTLAND CEMENT.

J. B. WHITE & S. B. R. O. S.

SOLE AGENTS FOR CHINA.

HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [1175]

## INTIMATIONS.

### INVESTMENT OF SAVINGS.

#### Example.

£250 per annum if commenced to be paid at age 30, assures the sum of £500 at age 50, and if Death occurs before age 50, the sum of £500 is payable to deceased's Estate. This form of provision affords an excellent means for the investment of small savings.

Proposed forms, and all information on application to the

BOENEO COMPANY, LIMITED,  
Agents,  
STANDARD LIFE OFFICE,  
905-31, HONGKONG.

### LANE, CRAWFORD & Co. LTD.

#### have been appointed

#### SOLE AGENTS

#### for Hongkong and South China,

#### for the Sale of

#### BLACKWELL DURHAM TOBACCO CO'S

#### T O B A C C O

#### AND

#### C I G A R E T T E S

#### And

#### G I G A B E T T E S

#### have now received the first consignment of

#### G O L D E N B E L T

#### C I G A R E T T E S

#### guaranteed hand-made, mild and pure.

#### PRICE—

#### \$3.00 per Box of 500 Cigarettes.

#### L A N E , C R A W F O R D & C O .

#### Hongkong 1st August, 1887. [26]

#### W E B E R H A S J U S T R E C E D E D

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from the decision of Local Magistrate Courts of Enquiry, your Petitioner being thereto compelled to appeal against the said cancellation of his certificate, is desirous of having the same referred under the provisions of the Shipping Casualties Investigation Act 1879 on the following grounds, viz., (1) That the Court of Enquiry was not properly constituted, (2) That the enquiry was conducted in an irregular manner and in particular that from the time of the finding of the Court of Enquiry, Petitioner was refused; (3) That the punishment inflicted on your Petitioner by the anomalous cancellation of his certificate was too severe and was not warranted by the facts of the case.

7.—With reference to the first ground of objection, the Court consisted of the San Police Magistrate at Singapore, R. S. O'Connor, Esq., accompanied by a member of the San Police, Mr. Chisholm, and with the exception of H. E. Buxton, the Vice-Admiral, a gigantic financial arrangement, which is to embrace not only the creation of a National and International Imperial Bank and Coinage, but to control all contracts for Telegraphs, Railways, and Government works.

Writing on the 24th July, the Tientsin correspondent of the *Daily News* observes—

The Chinese Times of yesterday has come to me with the news of the arrival of the first American Syndicate whose representative has been in Tientsin for some time, which are not quite accurate. The proceedings have been kept unusually secret and it is not surprising that erroneous reports should go about. So far as the Telegraph concession is concerned, he has from various quarters that it is a new scheme, perhaps only a decent cloak for advancing further the interests of the Tientsin. I say that the "Concession" is limited to a permission given to put up and work the American telephone at the treaty ports within a narrow circumference. But the Chinese are aware that the foreign municipalities has sole jurisdiction over the only part of the treaty ports which the American Telephone Company are likely to be interested in. There is no permission given to the Telephone Company to connect one part of their network with another, in a word, their concession amounts to nothing.

8.—With reference to the second ground, your Petitioner says (1) that no intimation of any intention to prefer a charge against him or to deal with his certificate was given to him at any stage of the proceedings as required by Rule 16 of the Shipping Casualties Rules 1878; (2) that material evidence which was tendered on behalf of your Petitioner was improperly refused by the Court of Enquiry; (3) that the Court of Enquiry intended to deal with your Petitioner's certificate, your Petitioner was allowed to give evidence on oath, and (4) that Mr. Groom, who represented your Petitioner as his Counsel at the Enquiry, was not allowed to cross-examine the witness; (5) that contrary to the provisions of Sec. 30 of the Merchant Shipping Act 1876, he had not an ample opportunity of making a defense; and (6) that for 20 years he had no complaint of any misconduct which had ever been made against him. Your Petitioner has a family of three children dependent on him, and this sentence, if confirmed, will prove his ruin for he is thereby deprived of the means of earning his livelihood. It does not appear what were the exact grounds for the decision of the Court, but it is evident for not having complied with Rule 16 of the Regulations for Preventing Collisions at sea, such finding is not in accordance with the evidence.

If on the other hand the certificate was cancelled for a breach of sections 16 and 17 of the Merchant Shipping Act 1873, in not having stood by the *Boatman*, the punishment is excessive for what was at most a error of judgment in a moment of great difficulty and danger, and your Petitioner has no cause to refer to the cost of the *Boatman* reported in the law reports of Probate Division p. 297.

10.—In consequence of the magnitude of the disaster, and the great loss of life, there is a great feeling of prejudice against your Petitioner in Singapore, and under these circumstances a rehearing before the Wreck Commissioner would be better adapted to secure the due justice of your Petitioner before a Local Court of Enquiry.

Your Petitioner therefore prays—

1.—That your Lordship's Board may be pleased to order a rehearing of the case, so far as the same affects your Petitioner's conduct either (a) before the Wreck Commissioners or (b) before a duly constituted local Court of Enquiry, or

2.—That without a rehearing your Lordship's Board may be pleased to order that your Petitioner's certificate may be restored to him, or

3.—That your Lordship's Board may be pleased to make such further or other order in the premises as the justice of the case may require.

And your Petitioner will ever pray, &c.

#### A GREAT BANKING AND LENDING SCHEME FOR CHINA.

The Tientsin correspondent of the *N. C. Daily News* writes—

TIENTIN, 22nd July. Our visitors from syndicates have now entered into heroic combinations such as one might expect of the most bold and enterprising men in the world. The Foreigners, the Chinese, the *Boatmen*, the *Shanghaione*, *Shanghaione*, *Shanghaione*, and the like, joined together to lend vast sums to needy nations for the mere luxury of doing good.

A gentleman has been to Peking, and while there offered to the astounded Treasury Board a loan of eighty million of taels for a long term of years first at 3% and then at 5 per cent. The Chinese have now agreed to a loan of 25 million of taels at 3% or 5 per cent, and part of the loan is at even less, and special rates. These loans are to extend telegraph and telephone lines over China. The advance will be very useful and will solve a troublesome question. At each extension of the telegraph lines, without which the Empire cannot be now governed, there is a long stretch of telegraph line.

Peking, the capital, is to be bridged and the Chinese Telegraph Administration about the liability for cost. It stands to reason that the lines must be made absolutely necessary, and cannot be delayed without injury to the State. But in many or most instances, and as will be the case until the conditions of trade are changed by railway, the traffic of the lines must not wait that they are fully made. The Chinese are not to be made to pay for the cost of the lines, and the Chinese Telegraph Administration about the liability for cost.

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## INTIMATIONS.

## SUMMER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM-LAUNCH

## "NOMING STAR"

Runs Daily on Ferry Boat between FREDDE's WHARF and TUNG-FA-TUH at the following hours—This Time Table will take effect from the 15th April 1887.

## SUNDAYS.

Leave	Kowloon	Leave	Kowloon	Leave	Kowloon
6.00 A.M.		7.00 A.M.	6.30 A.M.	7.00 A.M.	6.00 A.M.
6.00 "	6.30 "	7.30 "	6.30 "	7.30 "	6.00 "
6.30 "	6.45 "	7.45 "	6.45 "	7.45 "	6.30 "
6.45 "	7.00 "	8.00 "	7.00 "	8.00 "	6.45 "
7.00 "	7.15 "	8.15 "	7.15 "	8.15 "	7.00 "
7.15 "	7.30 "	8.30 "	7.30 "	8.30 "	7.15 "
7.30 "	7.45 "	8.45 "	7.45 "	8.45 "	7.30 "
7.45 "	8.00 "	9.00 "	8.00 "	9.00 "	7.45 "
8.00 "	8.15 "	9.15 "	8.15 "	9.15 "	8.00 "
8.15 "	8.30 "	9.30 "	8.30 "	9.30 "	8.15 "
8.30 "	8.45 "	9.45 "	8.45 "	9.45 "	8.30 "
8.45 "	9.00 "	10.00 "	8.45 "	10.00 "	8.45 "
9.00 "	9.15 "	10.15 "	9.15 "	10.15 "	9.00 "
9.15 "	9.30 "	10.30 "	9.30 "	10.30 "	9.15 "
9.30 "	9.45 "	10.45 "	9.45 "	10.45 "	9.30 "
9.45 "	10.00 "	11.00 "	10.00 "	11.00 "	9.45 "
10.00 "	10.15 "	11.15 "	10.15 "	11.15 "	10.00 "
10.15 "	10.30 "	11.30 "	10.30 "	11.30 "	10.15 "
10.30 "	10.45 "	11.45 "	10.45 "	11.45 "	10.30 "
10.45 "	11.00 "	12.00 "	10.45 "	12.00 "	10.45 "
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12.30 "	12.45 "	13.45 "	12.45 "	13.45 "	12.30 "
12.45 "	13.00 "	14.00 "	12.45 "	14.00 "	12.45 "
13.00 "	13.15 "	14.15 "	13.15 "	14.15 "	13.00 "
13.15 "	13.30 "	14.30 "	13.30 "	14.30 "	13.15 "
13.30 "	13.45 "	14.45 "	13.45 "	14.45 "	13.30 "
13.45 "	14.00 "	15.00 "	13.45 "	15.00 "	13.45 "
14.00 "	14.15 "	15.15 "	14.15 "	15.15 "	14.00 "
14.15 "	14.30 "	15.30 "	14.30 "	15.30 "	14.15 "
14.30 "	14.45 "	15.45 "	14.45 "	15.45 "	14.30 "
14.45 "	15.00 "	16.00 "	14.45 "	16.00 "	14.45 "
15.00 "	15.15 "	16.15 "	15.15 "	16.15 "	15.00 "
15.15 "	15.30 "	16.30 "	15.30 "	16.30 "	15.15 "
15.30 "	15.45 "	16.45 "	15.45 "	16.45 "	15.30 "
15.45 "	16.00 "	17.00 "	15.45 "	17.00 "	15.45 "
16.00 "	16.15 "	17.15 "	16.15 "	17.15 "	16.00 "
16.15 "	16.30 "	17.30 "	16.30 "	17.30 "	16.15 "
16.30 "	16.45 "	17.45 "	16.45 "	17.45 "	16.30 "
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17.00 "	17.15 "	18.15 "	17.15 "	18.15 "	17.00 "
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18.15 "	18.30 "	19.30 "	18.30 "	19.30 "	18.15 "
18.30 "	18.45 "	19.45 "	18.45 "	19.45 "	18.30 "
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